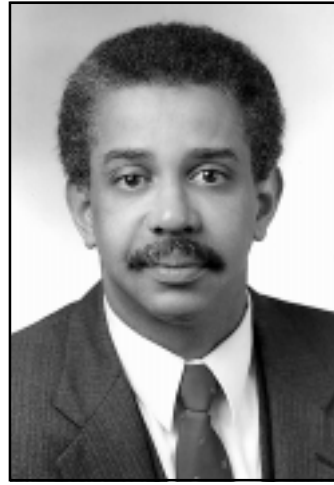


From the General Manager's Desk

Continued from Page 1



Paul Toliver, 1988



Paul Toliver, 2002

technology within public transportation, not only in King County but also on a national level.

And for those efforts, he has been justly recognized. Most important, Metro customers and the Puget Sound region have directly benefited from his vision. For that, Paul deserves a special thank you.

It is safe to say, on behalf of all Metro Transit employees, that we are proud to have served under Paul's direction. Through his leadership style and personality, we have been encouraged to maximize our potential. As a result, our community has been better served. I expect that legacy will continue for a long time.

Please join me in wishing Paul Toliver well in his future endeavors. Best wishes, Paul, from all your friends in the King County Metro Transit Division. You will be missed and not forgotten.

See you on the road.

Rick

VanShare

Continued from Page 2

Staff approached each disabled van with a single goal: "No one is going to be late for work!" The whistle of the train approaching the Tukwila station was heard as several damaged tires were being removed. Why is there always that one lug nut that just will not budge?

VanShare customers disembarked from the train, with looks of disbelief: "What do you mean we don't have to wait?!" "We expected a mess!" "You guys are great!" "Thank you, thank you!" "Who's your supervisor? I want to send him my thanks and mention your names."

The reply: "He's right over there, in the 15-passenger van waiting to drive you to work. You can speak to him in person." There was no time to bask in any glory, however; another train full of commuters was on the way.

By the end of that morning's commute, no one arrived late for work. More than 20 tires were changed at the expense of several bruised and skinned knuckles, two aching backs and six pairs of very dirty hands.

A special King County Metro thanks goes to everyone who jumped out of bed to turn a wrench, lift a tire, drive people to work and run for coffee on that cold, wet November morning: **Syd Pawlowski, Tom Donahue, Daphne Dilly, Diane Davis, Jim Greenwald, Cathy Blumenthal** and ATC Mechanics' **Mike Pullen** and **Mike Hall**.

Six Year Plan

Continued from Page 3

and \$30 million per year, significantly affecting service projections for 2002-07. The total loss in sales-tax revenue during the period of the plan is estimated to be \$165 million. The reduction in service growth reduces the number of coaches needed and delays the need for additional base capacity in south King County.

"The economic recession has reduced the quantity of new service expected to become available during the next several years, and the 2002-2007 plan will provide direction on how to most effectively use the limited new revenue," said **Victor Obeso**, project manager. "It will also be the guide for determining how to design the next 400,000 hours of new service, if the funding picture improves or if a new source of funding is identified."

Current revenue projections would support the addition of only 65,000 hours of new service—or about 2 percent total system growth through 2007. Included in the plan are 27 strategies that address management, service, capital, implementation and financial aspects of transit operation. Key

issues include the financial plan and impacts of the recession, linking growth and growth management with transit service design, and allocation of service to subareas.

Improved service to designated urban and manufacturing centers, where higher-density residential and job growth is planned, would be emphasized. The trend of shifting more new service to east King County and south King County would continue. The proposed plan allocates 40 percent of all new service to the east, 40 percent to the south, and 20 percent to Seattle/north King County.

Four proposed transit service initiatives support the service strategies of the plan— increase peak-period market share, expand core service, provide local flexibility and connect with Sound Transit:

- 25 percent of the next 400,000 hours of new service would focus on boosting service and ridership during peak hours to support increased park-and-ride lot capacity.
- 50 percent of the 400,000-hour goal would be dedicated

to improving Metro's existing core bus route network. These improvements link transit service with land use by focusing more frequent service and longer hours of operation on high-ridership routes.

- The remaining 25 percent of the 400,000-hour goal would be available for improvements identified as priorities by local area stakeholders.

- Metro would commit to continued integration of its service with ST Express bus service and Sounder commuter rail as new ST service comes on line.

The Six-Year Plan strategies and service initiatives balance the many competing transit needs of communities throughout the county. The proposed Six-Year Plan is now under review by the Regional Transit Committee, which is expected to continue discussions at its March and April meetings. Council adoption is expected to occur this spring or summer.

The plan is available for your review at www.metrokc.gov/kcdot/tp/transit/6yrpln.htm.

In Transit

In you have any questions, comments or story ideas, send them to **In Transit**, M.S. KSC-TR-0824, or contact **Fred Moody**: (206) 263-3703 or fred.moody@metrokc.gov.

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In Transit MARCH 2002

A Newsletter for King County MetroTransit Employees

From the General Manager's Desk

Paul Toliver: going ... going ... but not forgotten!

When Paul Toliver became the director of Metro Transit in October 1988, he brought with him a vision. That vision would take an already innovative transit operation to become an even better, more progressive transit system.

Paul knew exactly how that vision would happen—through exciting applications of existing and emerging technologies. Paul's "technology vision" never faltered during his 13+-year tenure here. After becoming director of the King County Department of Transportation in 1996, he could give his vision even broader attention.

Paul recognized the potential that technology could play in the public transportation arena sooner than most of his peers. Steadfastly, he championed the application of

Contract signed for on-board security cameras

"I'm thrilled to get this contract signed and the project moving on," said Transit General Manager **Rick Walsh** as he signed a contract with Transit Surveillance Systems on Jan. 23 for the manufacture and delivery of 160 digital video-recording systems. Installation of the camera systems begins this month.

"On-board security cameras will greatly enhance the feeling of security for our employees as well as our transit patrons," said **Curtis Robinson**, manager of Transit Operations.

"Transit Surveillance Systems offered the best images and the highest quality combination of hardware and software," said **Peggy Willis**, manager of Management Information and Transit Technology. "TSS was very responsive to the project team throughout the extensive evaluation and testing period."

Federal grant funds are providing 80 percent of the equipment purchase costs.

"Metro Transit Police are looking forward to this," said Capt. **Deborah Huntsinger**. "These cameras will be another tool for us to use in our continuing efforts to provide a secure environment for employees and customers of King County Metro Transit."



Transit Police can view live images on a laptop computer of coach interiors through on-board security cameras.

Critical or "tagged" events are automatically downloaded to Transit Police when the coach returns to the base. The system also enables Transit Police to view live coach images on a laptop computer from up to 1,000 feet away, when police are responding to an incident. Transit Police will be able to assign coaches to specific routes and runs based on the scope and nature of incidents reported.

This publication is available in alternative formats on request at (206) 263-3703 (voice) or (206) 684-1682 (TTY).

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It's a bus, it's a train, NO-It's VanShare!

"I'm sorry to report that it looks like a group of private vehicles and King County VanShare vans have been vandalized at the Tukwila Sounder Station," reported a Metro Transit Security officer at 4 a.m. Nov. 20 last year. "There's no apparent body damage, but tires have been cut. Several vans are sitting on all four wheel rims."

Metro Transit Rideshare Operations staff, receiving this message from its 24-hour emergency service, rapidly developed a response plan—as they've done hundreds of times during the past 22 years.

But this was no ordinary van breakdown to be addressed with ordinary contract service measures. In less than two hours, more than 50 Sound Transit Sounder riders—from Tacoma, Puyallup, Sumner, Auburn and Kent—would get off the train in Tukwila expecting to make the final drive to their work sites in these VanShare vans.

Designed to bring new users to public transportation, King County's VanShare program debuted in April 2001. Twenty-five retired VanPool Program vans now carry more than 100

VanShare users on some part of their daily commute. The concept of VanShare is simple: use a King County Metro van to connect customers to public transportation facilities (park-and-ride lots, ferry terminals and train stations) and from those facilities to work sites.

But on that dark, rainy morning in November there would be many unhappy VanShare customers getting off the train if something weren't done. Immediately, the call went out to Rideshare Operations staff.

By 5 a.m., six staff members and a van full of replacement tires were at the Tukwila

Sounder Station. As the morning's first Sounder train rolled out of the Tacoma Station headed north, a tire jack rolled under the first van, and its lug nuts were loosened. Methodically, this crew of Rideshare Operations staff descended on each van, moving quietly from one to another.

Staff also phoned several VanShare customers on the train, telling them about the tire slashing and that they should expect a delay. The word quickly spread to other VanShare customers on the train and was further reinforced by an ominous announcement by the train conductor. This early notification allowed VanShare customers to tell their employers they might be late for work.

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Nowhere to be seen in this workday photo, King County VanShare vans parked overnight at the Tukwila Sounder Station were vandalized in November 2001.

Power Distribution task team earns Martin Luther King Jr. Humanitarian Award

The Power Distribution Diversity Task Team is proud to accept the Rev. Dr. Martin Luther King Jr. Humanitarian Award on behalf of Metro Transit's Power and Facilities Section. We believe the award brings well-deserved attention to the diversity efforts of our employees, led by our manager, **Barry Uchida**.

We shall continue to define diversity in terms of "looking at all differences" in our work group in a positive way. This inclusive approach has allowed us to seek not only a diversity of bodies but also something much more important: a diversity of ideas. We believe ideas will be essential to the continued improvement of the Power and Facilities work



Celebrating receipt of the Humanitarian Award are several King County elected officials and members of the Power Distribution Diversity Task Team, from left, County Prosecutor Norm Maleng, Charles Hopper, Councilmember Pete von Reichbauer, Lori Holmes, Archie Alexander, Stan Asis, Janis Hill, Councilmember Larry Gossett and Peter Duncan.

environment as we address the issues of accountability, equity and consistency in our workplace.

We are fortunate to be part of the King County Department of Transportation, a department that welcomes the challenges brought about by the changing faces and times in every workplace. We desire to be an

inspiration and of assistance to other units and sections in our department in the formation of their own diversity task teams. We are looking forward to hearing from all who are interested.

Peace and understanding,

Y. Peter Duncan
Line Utility Worker

Declining sales-tax projections affect proposed Six-Year Plan

Following months of work by King County Transit Division staff and others, County Executive **Ron Sims** on Feb. 7 introduced the proposed Six-Year Transit Development Plan for 2002 to 2007.

The proposed plan is the culmination of efforts by groups and individuals throughout Transit and by extensive consultation with local jurisdictions, transit riders and

the public in general. Metro Transit's Service Development group coordinated production of the proposed plan.

"The new Six-Year Plan builds on the success of the 1996-2001 plan," said General Manager **Rick Walsh**. "The first plan resulted in the successful shift to a multi-destinational system with 420,000 hours of new service. The 2002-2007 plan will refine the system while linking transit service with growth

management and strengthening our commitment to maintaining and improving existing service and infrastructure."

The new plan will set the policy basis upon which Metro will make annual operating and capital program decisions. Since the County Council adopted the 2002 budget, projected sales-tax revenue has declined between \$25 million

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Teaming up for a high-rise transportation solution

Bank of America Tower first to participate in new congestion-relief package

Thanks to a partnership initiated by King County Metro's Market Development group, employees in downtown Seattle are getting new commute options designed to cut down on their personal driving hassles while helping to relieve regional traffic congestion.

The 3,500 workers inside the Bank of America Tower, Seattle's tallest building, are among the first to participate.

Details of the innovative trip reduction program were unveiled March 5 to the news media and chief executive officers of companies located in the high rise.

The Bank of America Tower Commute Options Program is a partnership of Metro Transit, the City of Seattle, the Downtown Seattle Association and Equity Office Properties, property managers for the tower. Equity Office has also made a significant financial contribution to underwrite this program for tower employers.

"Market Development staff have been exploring new ways to reach out to the smaller employers located throughout downtown," said **Matt Hansen**, acting supervisor of Market Development. "With the help of Bank of America Tower's enthusiastic management team, our proven trip reduction products are now available to thousands of commuters who would otherwise have gone under the radar. Commuters who work in the building will benefit from the array of transportation options our products provide. And we will all benefit from the number of single-occupancy vehicle trips taken off our region's roads."

The new Downtown Seattle Access Project is

designed to help alleviate access and parking issues for downtown employees, employees and property managers. Key strategies of the program include the following:

- extending trip reduction options to smaller employers since almost 50percent of the employees in downtown work for employers that are not regulated by the state's Commute

Tip Reduction law

- partnering with the Downtown Seattle Association to sell transit passes though its network of customers and members

- partnering with building managers to develop building-wide trip reduction initiatives.

The first partnership at the Bank of America Tower includes a variety of successful Metro and Sound Transit products. Employers who choose to participate in the tower program will

get significant incentives for the following programs:

- **Area FlexPass**—unlimited access on Metro regular bus routes, Sound Transit Express bus routes and Sound Transit commuter rail services at no cost to their employees
- **Flexcar access**—the popular car-sharing program that provides the availability of a business-use vehicle when needed, without driving to work
- **Carpool assistance**—with discounted parking and priority spaces
- **Bicycling support**—including lockers and showers at an adjacent gym



Celebrating the new commute program at the Fifth Avenue Plaza, in front of a Metro Vanpool van, FlexCar, and a Metro bus, are, from left, Seattle Transportation Director Grace Crunican, King County Executive Ron Sims, Kate Joncas with the Downtown Seattle Association, and Patrick Callahan with Equity Office.